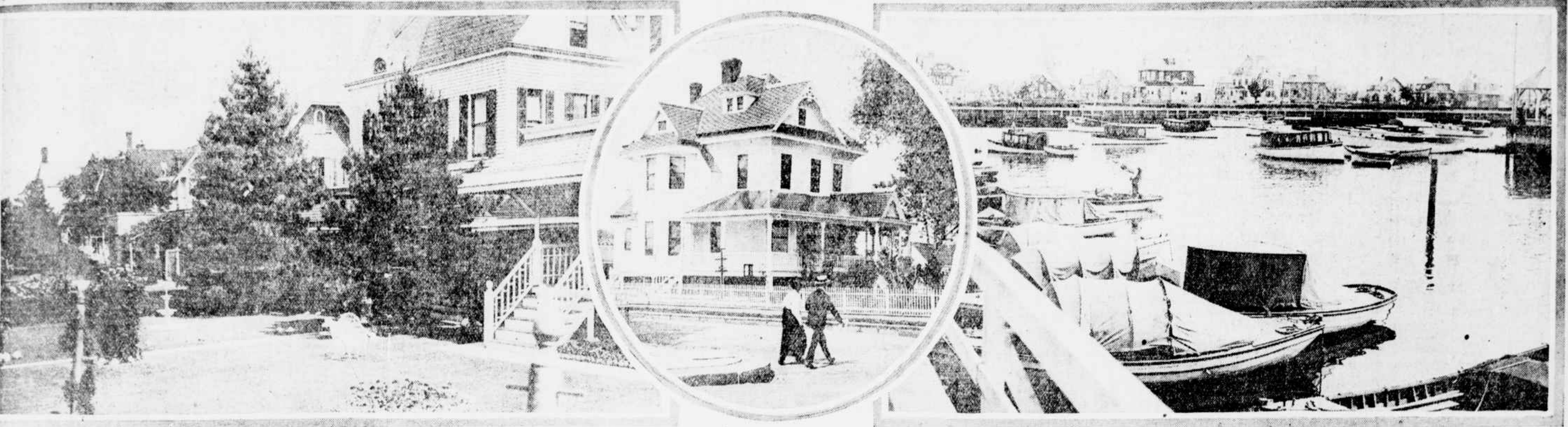


# Sheepshead Bay ADDING TO ITS CHARMS



Picturesque cottage colony in Emmons Avenue, north of 26th Street, Sheepshead Bay.

Artistic home at 26th Street and Emmons Avenue.

Along the waterfront on Emmons Avenue.

## FAVORS TUNNELS UNDER EAST RIVER

Realty Body Against Plan  
Suggested for Queens-  
boro Bridge.

## SPAN INADEQUATE TO RELIEVE TRAFFIC

So Declares Council in Opposing  
Public Service Commission's  
Recommendations.

The Advisory Council of Real Estate interests believe the plan suggested by Chairman McCall of the Public Service Commission, of remodeling the Queensboro Bridge instead of constructing tunnels under the East River, would in but a few years prove to be uneconomical. The plan suggested by the Public Service Commission for remodeling the bridge would provide inadequate facilities for traffic, inasmuch as the present roadway would be subdivided by subway tracks, leaving narrow lanes three-quarters of a mile in length. With the large commercial development of Queens there would soon occur a serious congestion upon the bridge. The history of this bridge has been lamentable. It has to-day a load capacity of only about one-half of that originally provided for in the contract, while the city has recently lost in utility, as measured by the actual capacity of the bridge, something like \$10,000,000 in the total investment in land, foundation and structure. Rather than duplicate the expense already incurred, the city is expending money for the remodeling of the bridge, when the Public Service Commission itself admits that in a few years it must be altered again, to afford sufficient traffic facilities, the advisory council believes that the only alternative to follow would be to construct tunnels between Second Avenue and Sixtieth Street, Manhattan, and the Queensboro Plaza. Under the date of June 15, the chairman of the Public Service Commission of the First District has replied to these resolutions, including two letters from his chief engineer, dated March 4, and March 27. In the letter of the chief engineer dated March 4, certain reasons are given to show that it would be better to use the Queensboro Bridge, but some of these reasons seem to be open to question. In paragraph 3A, it is stated that the bridge department has reiterated time and again its judgment that it was feasible to develop the full use of the bridge, for pedestrian, vehicular, surface and rapid transit traffic. It is only necessary to again refer to the report of the Department of Bridges to the Public Service Commission, dated March 26, 1912, to see that they limit the length, weight, spacing and number of trains and trolley cars which this bridge can safely carry, to such extent that trains now running on present rapid transit routes will be excluded, to say nothing of the increased number of trains already being made. In addition to the limitations hereby imposed, the plan proposed would seriously reduce the capacity for vehicular traffic, which is the most important function of this bridge. In reason 3B, it is stated that the bridge and elevated capacity of the bridge will meet the requirements of the rapid transit system, but this only covers the present requirements, and it would be unwise to have such limitations. In paragraph 10, certain estimates of cost are given, which it is impossible to check; the cost of the tunnel, however, stated to be \$5,000,000, whereas the Deegan Contracting Company has offered to build it for \$4,500,000. The cost given for the reconstruction of the bridge, as proposed by the commission, has not included cost chargeable to elevated railway and tracks, but if the total cost of \$2,500,000 for

## BUSINESS SPACE LEASED Lofts in East and West Side Buildings Rented.

J. G. White & Co. leased space in 870 Broadway to Morris Cohen, Max Weiner and Joseph Zorowitz; in 896 Broadway to the Princess Art and Embroidery Works; in 90 West Broadway to T. Marcus Olive; in 73 Warren st. to Franz Euler & Co.; in 24 Chambers st. to Louis Pfeiffer; in 228 West Broadway, store and basement, to the Wright & Graham Co.; in 34 West 15th st. a loft to the Beacon Dress Company; in 47 East 19th st. a loft to Weiss & Kanter, and in 39 West 17th st. parlor store to the Dresden Neckwear Company. Samuel H. Martin leased two stores at 33 Columbus av. for Nathan Ottinger to François de Sasso.

## HECKSCHER GETS CORNER PROPERTY

Incorporates Madison Av.  
Site for Big Office Building Project.

August Heckscher has practically completed negotiations to purchase from Walter J. Salomon the leasehold property at the southeast corner of Madison av. and Forty-second st., a five story commercial building, fronting 25 feet on the avenue and 95 feet in the street. This acquisition Mr. Heckscher will control under fee and leasehold a frontage of 100 feet on Madison av. and 118 feet in Forty-second st., which will be improved with a twenty story office structure which he had planned for the smaller site. He holds the fee to 309 to 313 Madison av., and holds long leases on 307 and 315 Madison av., the latter the corner. Last year Mr. Heckscher arranged with Mr. Salomon for the lease of the rear of the corner parcel for an outlet to his avenue frontage. The site is directly opposite the Forty-second Street Building, at the southwest corner of those thoroughfares. Jardine, Hill & Murdoch prepared the plans for Mr. Heckscher, which were filed last February. Showing the demand by investors for modern apartment structures in the west Bronx, there was reported yesterday a sale of one of a row of houses now in course of construction. The deal affects the five story apartment on the west side of University av., located 350 feet south of Roscoe av., on a plot 28.5x121.2x irregular, which has been acquired by an unnamed investor. It was held at \$75,000 by the seller, the Boyne Bridge Realty Company, and is the southerly one of three similar structures, work on which was started about three months ago. The house sold is arranged for four apartments on a floor, with four, five and six room suites, and will be ready for occupancy about September 1. Matthew C. Kervan negotiated the deal.



Sheepshead Bay Road, in the business heart of Sheepshead Bay.

## Building More Houses and Stores at Sheepshead Bay

Historic Seashore Colony Becoming a More Vigorous All-Year Residence Place—Signs Indicate That Section Is About to Experience One of the Largest Construction Periods in Its History—Motordrome of Record Size Being Constructed—Experts Say Centre Is Most Suitable for Many High Class Apartment Houses if Put on Grounds with Spacious Lawns.

Sheepshead Bay, in the extreme southern section of Brooklyn, has experienced some interesting and profitable building periods, but there are many indications that it is now about to enter one of the largest and most important building epochs in its history. It is true that the population of this beautiful part of the town is still much larger in summer than in other seasons, and this fact has somewhat kept partly obscure the growing fame of the place as a vigorous, delightful and healthful home colony for all-year residents. Even now the skyline of the business and home centres of the Sheepshead Bay is being changed, and in a manner most satisfactory to old residents. Sheepshead has become not only a strong all-year home colony, but one which is soon expected to appeal very strongly to large numbers of prominent builders of modern apartment houses. The reasons that the varied natural charms of Sheepshead Bay are attracting more attention than ever before are many. One of the principal ones is that many persons living in the crowded bathhouse sections of the greater city who were planning to move into the suburbs have come to the decision that Sheepshead Bay has just as many rural features as many places many miles from New York, that its residents can travel to and from Man-

hattan almost as conveniently at night as in the day, that the Brighton Beach line of the Brooklyn Rapid Transit Company is a popular and quick route to Sheepshead Bay and is conceded to be the best managed line of the vast number under the ownership and operation of the company, and that suites in apartment houses in and near the section are rented at a much lower rate than in many other parts of Old New York, which do not possess nearly one-half the charms of this delightful home colony by the seashore. In the days when the Coney Island Jockey Club held racing at the old Sheepshead Bay racetrack many persons found temporary homes in Sheepshead Bay who were not at all desirable residents. Some persons who are active in the market contend that these undesirable sojourners put a serious check then on the building of detached cottages and bethouses for families in comfortable circumstances. While the old race track days of the place are not forgotten, because thoroughbred history was made there that will be remembered for ages, still the days of the undesirable sojourners have long since passed. Early in the year the work of building the largest motordrome in this country was begun at the old racetrack and it is expected to be ready for opening in about two

months. Near the old track, too, is the velodrome, where motorcycle speed artists frequently risk their necks for the amusement of thousands of persons. But the motor cycle contests have not resulted in any undesirable persons making their temporary homes in the place. A benefit to the colony have these contests been. They have served to place once again the name of Sheepshead Bay most prominently before the reading public, and in this way they have helped to bring many persons to Sheepshead Bay who were unfamiliar to the many unusual advantages that the residents of the place enjoy and which the dwellers in the crowded sections of the greater city do not have. The motordrome is expected to do much more in this respect.

Realty experts who are noted for their grasp on the general situation, or in other words, those who by constant travel from one section to another of the city and suburbs are always familiar with the ever-changing scenes, can see opportunities for building at Sheepshead Bay that probably many local experts cannot observe. These experts in touch with the entire city and suburban field say that the day has arrived when large apartment houses on spacious grounds can be profitably built at Sheepshead Bay. It is not essential that these houses front on the Bay or have a commanding view of the Bay. If the structures were built on Voorhies av. or Avenue Z, or on some of the streets crossing those thoroughfares the sites would be most suitable for the improvements carried out. It is pointed out, however, that the buildings should occupy a block or a half block front and should have extra large lawns in a centre court facing the streets and also in the rear. In fact, spacious lawns on all sides should be laid out to obtain the desired effect—that of a big modern apartment house on a private park-like plot. Up in Westchester and in nearby suburban fields of New Jersey, so popular has become the modern apartment houses with large grounds that the one and two family detached house is not as attractive as it was about five years ago. Many suites in these suburban apartment houses are leased at about \$100 a month, and not one of the structures that has been erected on the most approved lines or in the manner outlined has a vacancy, and most of the buildings have long waiting lists, according to the latest reports. These same experts say that these high class apartment houses could be erected at Sheepshead Bay at much less cost

Continued on page 2

## NEWARK REALTY DEAL Apartment Planned by Buyer of Spruce Street Plot.

Feist & Feist, of Newark, N. J., sold for Davis and Harry Lippman the vacant plot, 50x128 feet, at 196 and 198 Spruce st., northwest corner of Charlton st., to the newly organized Newark Building and Construction Company, who contemplate erecting a five story and basement apartment house with stores, estimated to cost about \$50,000. The same brokers leased for Mrs. N. E. Dodd to George Carrizzo & Co., of Brooklyn, the rear portion of the old Van Name coal yard, known as 111 and 113 East Kinney st., 55x103 feet, together with the plant now occupied by the Brooklyn concern, which faces on New Jersey Railroad av., at the southeast corner of East Kinney st.

## FINE ESTATE AT MONTCLAIR SOLD

Thomas S. Gladding Buys  
Well Known Wentworth  
Manor Property.

Thomas S. Gladding has purchased through F. M. Crowley & Bro. Wentworth Manor, one of the best known estates at Montclair, N. J., with park-like surroundings and having more than 3,000 feet of street frontage. The main residence on the grounds was designed and erected by the late artist George Inness, and then was known as Roswell Manor. Roswell Smith, founder of "The Century Magazine," later came into possession of the property and subsequently sold it to Mr. and Mrs. George Innes, Jr., in 1889. In 1900 the estate passed into the hands of William T. Evans, an art collector, who maintained his residence there until recently. Mr. Gladding purposes developing the property by constructing two streets through it. The old manor house will not be disturbed. The price paid for the property is not stated, but the title guarantee is fixed at \$200,000.

## Patchogue Site for Elks.

The Elks of Patchogue, Long Island, have bought the property at the northeast corner of East Main st. and Maple av., the site of the summer residence of the late Dr. Edwards. It consists of nearly an acre of land, and the consideration was \$15,000. Title will pass on July 1, after which the lodge will have the house removed to another locality preparatory to the construction of a clubhouse to cost about \$35,000.

## TYPIFIES NEW PENAL SPIRIT

Westchester Prison for  
Women to Have No  
Harsh Lines.

## IT IS HOPED THAT MANY MAY REFORM

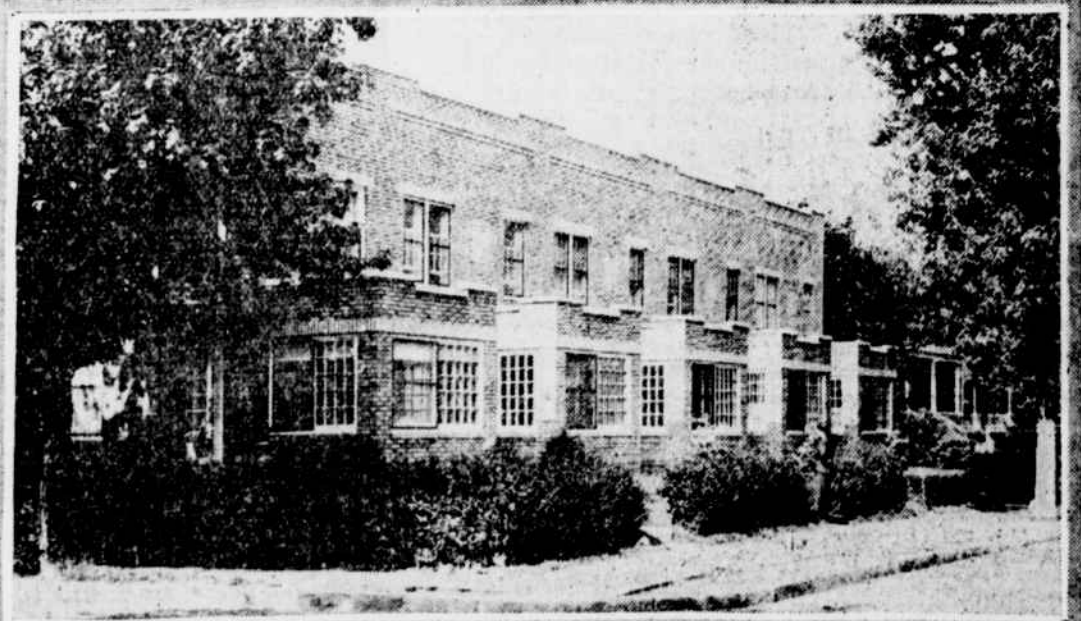
Plans of the Proposed Group  
of County Buildings on  
Exhibition.

Plans and a sketch of the proposed Westchester County Penitentiary and Workhouse have been completed and placed on inspection at the offices of the Westchester County Building Commission in the Miles Building in Court Street, White Plains. They plainly show that the style of architecture of the building for women prisoners is much different than that for the male offenders; its lines are not so severe, as it was decided that a place more pleasing should be furnished for women "who might be reclaimed if the environment is good," according to some county officials. The building is smaller, but the same general plan is followed as in the men's buildings. The cell blocks for females form a hollow square and in each corner of it is a recreation room for workers. It is planned to have the women prisoners sew or work on garments.

Arthur Lawrence, one of the members of the building commission, in talking yesterday about the construction of the buildings that will compose the penitentiary group, said the county had been asked for \$500,000 to pay for the cost of construction of these buildings, which are designed after the most modern ideas. The penitentiary buildings will be erected on the recently purchased Alexander Smith Corcoran farm near Eastview, just northwesterly from the almshouse. The buildings will occupy the old Robert Bonner racetrack site, where many thoroughbred horses showed their first burst of speed during the lifetime of the famous horseman. The buildings will be of red brick, with white marble and concrete trim, constructed on the unit plan, so that future extensions can be made without more than the expense of the materials used. Besides the provision for employment in the workhouses, it is proposed to have the prisoners in the penitentiary farm, so that they are partly self-supporting. The front elevation of the group of buildings shows an administration building, and one end of the cell blocks covers a distance of 352 feet over all. The administration building gives room on the right for a business office and reception room, and on the left an office for the warden and the deputy warden. Through the centre of this building is a large hallway opening on a courtyard. There are four cell blocks, each with seventy-eight cells, so arranged that all of them are outside cells. These cell blocks will be constructed facing a courtyard, except the last two or outside ones, which overlook the outer or guard walls. In the rear of the athletic field is a juvenile workshop, where the younger prisoners will be employed. On the left and in the rear is a similar layout for the men or older prisoners. Several hundred feet distant from the men's penitentiary is the building that will house the women. Bids will be asked for the construction of these buildings on August 1, and it is hoped to have the structures roofed in before winter. The architect is Alfred Hopkins. His offices are at 101 Park Avenue, this city.



Sheepshead Bay Road, where a store and apartment building is being erected.



Model row of houses at Mansfield Place and Voorhies Avenue.